

M.I.C.M. - C.N.I.A.R.  
INTREPRINDEREA DE CONSTRUCTII AERONAUTICE  
2200 B R A S O V

MANDATORY SERVICE BULLETIN

IS-28M2/EO-5

APPROVED BY : Civil Aviation Department, No. 6036..  
from 15.04.1981..

PRODUCT : IS-28M2

OBJECT : Supplementary Information for Landing  
Gear Maintenance

BASE OF ISSUE : No.22 Amendment to the Flight and  
Maintenance Manual for IS-28M2, 2<sup>nd</sup>  
Issue.

Date of issue: 06.04.1981

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# 1. PLANNING INFORMATION

## A. Applicability

This modification applies to all IS-28M2 motor gliders up to the serial number 41, excepting the motor gliders with serial number 04, 07, 09 and 23.

## B. Reason

Maintenance improvement of the landing gear.

## C. Description

This bulletin amends pages 3.17 and 4.7 from the Flight and Maintenance Manual.

## D. Compliance

Amendment no.22 to the Flight and Maintenance Manual for IS-28M2, second issue.

## E. Accomplishment

The bulletin is applied by the beneficiary by introducing the amended pages in the Flight and Maintenance Manual.

## F. Materials, Costs and Availability

None.

## G. Tools

None.

## H. Weight and Ballances

Not effected.

## I. References

The Flight and Maintenance Manual, second issue is amended by the present service bulletin.

## J. Affected Documents

The Flight and Maintenance Manual, second issue is amended by the joint pages.

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## 2. ACCOMPLISHMENT INSTRUCTIONS

### A. Preparation of work

None.

### B. Mode of action

The Flight and Maintenance Manual for IS-28M2 motor glider second issue is amended.

### C. Operation instructions

All periodical works shown in the Flight and Maintenance Manual concerning the landing gear will be completed with the Amendment no.22.

## 3. MATERIAL INFORMATION

### A. Material list

None.

### B. Tools list

None.

### C. Supply indication

None.

## 4. IDENTIFICATION

The application of this bulletin shall be mentioned in the motor glider Log-book.

## 5. ANNEXE

Amendment no.22 to the Flight and Maintenance Manual IS-28M2, second issue, page 3.17A and 4.7.C.



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Ref. No.	Revised pages	Description of revision	Date of approval	Date of insertion	Sign.
19.	Appendix 12	Anticollision Lamps Installation (ACL900-DITTEL) OPTIONAL	11.11.1980.		
20.	Appendix 13	Position Lights Installation (OPTIONAL)			
21.	0.7.F; 4.13.2.B	Landing gear warning system microswitch mounting (for serial no.40 and subs.)			
22.	07.G; 3.17.A; 4.7.C	Additional inspection for the landing gear.	15.04.81.		
23.	Appendix 14	Landing gear microswitches mounting (optional)	14.09.1981.		
24.	4.11.C.; 4.11.1.B; 4.11.2.B; Appendix 15	Time between two major overhaul increase.	22.10. 81.		



Landing should be carried out carefully and at the contact with the ground the speed must be reduced as much as possible. Contacting with the ground the stick must be completely pulled and kept in this position. The engine must be stopped, the propeller being set in horizontal position and, if possible, the flap must be closed in order to avoid useless failures.

22 After a belly landing the landing gear must be checked according to the indications given in § 4.2.3.1. If the detected plays exceed the admitted values the landing gear should be dismantled and all the parts measured in compliance with the Repaire Manual indications.

### 3.2.6.- Landing-gear Retracting Failure

Landing-gear operation is mechanical and thus any failure is not likely. Nevertheless, if the landing-gear is not completely extended or it cannot be locked in extended position, a 'belly' landing is required (in any rate the engine is stopped). Same procedure as for § 3.2.5. The 'belly' landing with stopped engine and the propeller in horizontal position can protect the motor glider structure against any failure.

### 3.2.7.- Aircraft Abandoning in Danger

Before abandoning the aircraft, switch off the magneto contact and cut-off the fuel (and if there is enough time, stop the propeller).

Open the cowl and push it back up to the limiter.

The pilot shall draw back his legs and unfasten the belts.

The way the pilot abandons the cockpit depends on the motor glider evolution but nevertheless it is recommended to abandon in diagonal, laterally and downwards between the wing and the rear fuselage in order to prevent the possible collisions with the horizontal empennage.

### 3.2.8.- Conditions in which the motor glider is still admitted for flight

12 The motor glider is still accepted for flight if:

- The fore fuselage has small distortions;
- The fibreglass engine cowl has no cracks exceeding 100 mm (3.937 in) in length.
- The rear fuselage has blow marks, but the joining rivets are not loose.



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- if both air flaps of the carburetter are closed and opened gradually and no jammings occur;
- if there is enough damping oil in the carburetter;
- Remove the upper filling plug and, if required, refill the tank. The plug shall be screwed and tightened.

### Propeller

The check shall be performed after 50 hours, in accordance with the HO-V-62R/L160T Propeller Manual (APPENDIX 2).

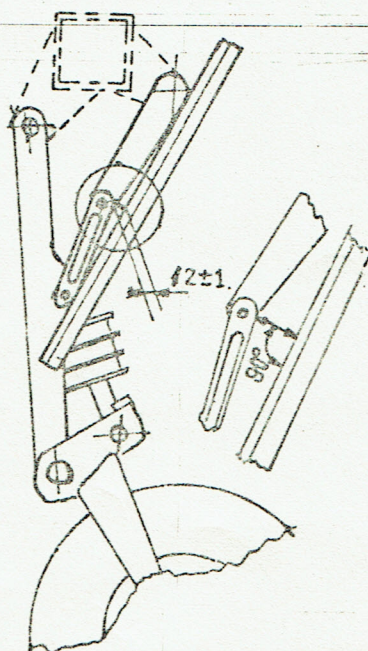
### Landing gear

Inspect it when the motor glider is empty (on ground or on jacks).

Inspect:

- the landing gear mechanism and the wheel housing cleaning;
- the landing gear fitting attachment at the landing gear spar (visually);
- the proper operation over dead centre of the landing gear main arms (with 7 mm) - by measuring the distance between a rule placed on a connecting rod (item 4, page 4.30) and on the control axle guide bush (6) (page 4.30) of the landing gear spar. This distance must be  $12 \pm 1$  for the landing gear extended and locked (see adjacent diagram)

During the inspection, the motor glider must be supported at both undercarriage legs.



- limiters' state for landing gear retracted position (they must not be deformed)
- the proper operation of the acoustic and luminous warning system of the landing gear; (see chapter 3.1.2)
- the absence of cracks, blows, clearances, etc. in landing gear and retraction control components; locks condition;
- pressure lubrication of landing gear and cockpit control shaft greasers;
- the automatic lock of landing gear handle in "down" position of landing gear
- landing gear rubber shock-absorbers (rubber and metallic disks condition)

**CAUTION !** Surfaces between the rubber disks shall be dry and without grease residues. For a proper operation, the rubber disks sides will not slip on the metallic disks.